THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Erie canal rates are made very low.

W. E. Russell, President of the National Marine Engineers Beneficial Association is in the city.

Charters were made on the 24th for the Queen City, Johnson and Goshawk, ore from Marquette to Ohio ports at $1.20.

It is to be hoped that Captain John Kirby, who is the most efficient and attentive harbor master that the port of Cleveland has ever had, will be reappointed to that position. A number of members of the board of trade have made the recommendation and the matter will be referred to the council.

The Detroit & Cleveland Navigation Company will commence opening the route this season on April 1st by the departure of the steamer City of Detroit from Detroit and the Northwest as soon after as she can be made ready.

V. D. Nickerson, marine artist has sold to Captain Philip Minch his fine pastel painting representing the rescue of the Sophia Minch.

The new barge building at W. H. Radcliffe's shipyard is being hurried along as fast as possible. Her lower deck frames are being put in and she will be launched not later than June 10th. She will be consort to the steamer Robert Wallace and they are chartered by the Republic Iron Company for the season to carry iron ore from Marquette to Ohio ports at $1.35 per ton.

The steambarge J. M. Osborne, owned by H. J. Webb & Co., was in Pressley & Co.'s drydock getting a new upper deck, thereby converting her into a double-decker. The tug C. E. Bolton, was also in drydock for a new crank shaft, new steel outboard and fixing up for the coming season.

The old case of John P. Clark against the Barge Alice Strong, in which Clark claims damages resulting from a collision between the steamer Alaska and the barge Alice Strong, on the 28th of June, 1878 about a mile from the Cleveland harbor, has been again continued.

The case of Wm. McGill against the barge Oscar Townsend and barge Edward Kelly, otherwise known as the "Sunrise case" has been continued until October.

The engine for Captain Thomas Wilson's first (we number them now) new steamer at Quayles is about finished.

A spar fifteen feet in length will be let into the breakwater six and one-half feet about twenty-five feet from the east end, on which will be placed a light. The light will hang about fifteen feet above the water. The work will be done under the direction of George Tower lighthouse keeper.

We record the first arrival of the season—the tug James Amadus with barge load of limestone.

The steamer Vienna is in Globe drydock, receive necessary repairs. Captain Cummings, last season master of the Osceola, will command her the coming season. We congratulate the Cleveland Transportation Company for securing his service.

The case of the Mechanic's & Trader's Insurance Company against the schooner H. P. Baldwin, has also been referred to Loren Prentiss, Esq., as commissioner, with authority to hear testimony and arguments of counsel and make report of findings. This is an action for general average and salvage, and arises out of the saving of the schooner Baldwin, which went ashore opposite the marine hospital on the 7th of December, 1881. The insurance company claim to have laid out, expended money and incurred obligations for which they are liable to the amount of $3,600, and alleged in their libel that on the principles and according to the law of general average the schooner should contribute the sum of $2,322.58 of the total expense, and therefore claims a lien upon the schoooner for that amount. The net proceeds of the schooner are $2,812.55.

The case of the John Jenks against the schooner Montauk has been heard and submitted to the court for a decision. This it an action to recover wages due and damages caused by personal injuries received by the libelant while on duty at the wheel of the Montauk when she ran aground in the Sault St. Marie river in the summer of 1881.

The case in the United States District Court of Frederick Botson against the tug John Martin, in which the libelant claims wages due him as cook to the amount of $85.42 was disposed of last week by a decree in favor of the libelant for the full amount, and judgment was also rendered against the stipulators upon the bond given for the release of the tug.

In the case of the United States District Court of W. E. Chapman, et. al. against the Dalliba Iron Mining Company exceptions to the commissioner's report were overruled, the report confirmed and a decree rendered for the libelants for $1,739.27 (the amount found due by the commissioner.) Notice of appeal to the Circuit Court has been given by the respondent and thirty days has been allowed within which to appeal. The amount of the bond to be given being fixed at $3,000.

At the Globe Iron Works is being built the engine for Captain Thomas Wilson's second new steamer which is well under way at Quayle's Sons' shipyard. The engine will be a fore-and-aft compound, cranks opposite, 27x50 inch low pressure by 36 inch stroke, with steam reversing gear, all of these details making it a duplicate of the engine built by this firm for the Robert Wallace and similar to the machinery they have in the works for Captain Wilson's other new steamer which is now being made ready to go into the water at Quayle's. The steamer will have a hoisting engine on the spar deck with a pony boiler sufficient to run it; the bilge and fire pump to be operated by the hoisting engine. She will have one return flue boiler, Otis steel, 10½ in diameter by 17 feet long, with double furnaces and will carry 100 pounds of steam. There will be a wrought iron pan and iron deck beams under the boiler and Beache's hot air casing over the boiler.

Messrs. Hanaford and Hughes, assistant engineers of the International Bridge Company, were in the city last week inspecting the work on the iron tug building by the Globe Iron Works, with which they expressed themselves highly pleased and considered her to have the finest lines combined with the greatest strength of any craft they had seen. She is about ready for launching and her machinery is ready to go aboard.

The City of Cleveland will receive her new machinery during the coming week, built by the Globe Iron Works.

W. C. Russell, of the well-known firm of Felthousen & Russell, Buffalo, paid Cleveland a visit this week.

DETROIT.

Special to the Marine Record.

DETROIT, March 25.

The weather, at this writing, is balmy, the sun shines brightly and sailors are basking, in considerable numbers, along the docks beneath its rays, after crawling out from their winter domiciles. There is no ice to be seen hereabout and none in Lake St. Clair, yet the St. Clair river is reported crammed with that commodity from shore to shore, drifting in large quantities from Lake Huron. There can be no mistaking the fact that on or about the middle of April there will be no ice sufficient to impede navigation at any point.

The steamer Riverside arrived on her first trip this (Monday) morning from Malden, which may be set down as the commencment of her season's business, and before I close this dispatch I may be able to announce the arrival of the steamer City of New Baltimore, from Marine City, on the river St. Clair, such being the expectation of the agent here.

The tug Torrent, commanded this season by Captain Shep Currey, arrived up from Trenton on Friday for the purpose of overhauling. The steambarge Ida Allen, laden, from Malden, arrived on the same date. Some of the harbor tugs have already commenced work on the river, shifting vessels to receive grain. The schooner Mineral State has just received on board 22,825 bushels of wheat for Buffalo at 3 cent rate of freight. The schooner M. J. Wilcox has also taken 25 000 bushels at like rate for the same point.

The Hon. Moses Merick, brother of E. G. Merick, Esq., of this city, and one of the oldest and most honored citizens of Oswego, N.Y., has been visiting the latter gentleman for a few days past. There are but few who do not know these aged patriarchs of a past generation.

E. J. Vance, steamboat owner of Bay City, made a brief call on Friday, as did also Captain James Davidson, of that place.

Captain H. Buckley, for many years a well-known vessel owner and master, passed through here on Saturday, en route to Chicago. Latterly he has taken up his residence in Her Majesty's dominions at Fort Erie, Ont.

The steamer Pearl is in the Detroit drydock for general overhauling, receiving new arches, etc., preparatory to going on the Detroit and Alpena route as last year, commanded by Captain John Edwards.

It has just been given out that the new Canadian steamers which are to ply between Owen Sound and Lake Superior and composed of the Athabasca, Algoma and Campana will be commanded respectively by Captains Anderson, Moore and Foote. Such being the arrangements Captain Allan McIntyre will continue as formerly, in the Peerless.

Ward's Lake Superior line will this season make their landings in this city at the large and commodious wharfage at the foot of Randolph street.

Captain A. M. McGregor, who last year commanded the side wheel steamer Spartan, will have charge this year of the survey steamer on Georgian Bay owned by the Canadian Government.

A sail vessel, name unknown, passed down mid-channel yesterday, apparently from some point on Lake St. Clair. As she did not land here the nature of her cargo was not ascertained.

The new steambarge building by John Craig, for Alger, Smith & Co., of this city, will be named the Schoolcraft and will be ready for launching in about two weeks. The other steamer Mr. Craig has on hand for Ira A. Owen, of Chicago, will be called the Midland. She will be framed and ribboned in about ten days.

Morgan & Rice, vessel brokers here, have received the agency of the Union Insurance Company, of San Francisco.

Captain Paul Harvy, who had suits for $5,000 damages because of a fall at the Board of Trade building in this city, in two different courts, as referred to in my last letter, was non-suited in both cases. Opinions are much divided in both instances as to the rulings in both courts.

The United States steamer Haze has been newly painted and placed in readiness for the purpose of locating the buoys on the Detroit river and elsewhere, and the Dahlia, which attends to the upper regions, is also being placed in readiness for a like purpose.

The new barge building at Marine City for the Toledo & Saginaw Transportation Co. has been named the Minnie Orton. The barge building at Bay City for Wm. Forbes, of Port Huron, has been named the F. W. Wheeler.

The tug Sweepstakes and propeller Oconto are in drydock for general repairs.

Later—The ice, which, as above reported, was drifting in large quantities in the river St. Clair, has reached here and is passing in small lots. This will delay the arrival of the steamer Baltimore for a day or so.

The steamship Chauncy Hurlbut and the schooner Senator, owned here by Candler Bros., have been chartered for six voyages to freight ore from Escanaba to Ohio ports at $1.10.

The schooner G. S. Hazard has had her name changed to Iron State.

The weather continues mild and warm with local rains which will hasten an early opening of navigation. J. W. H.

FRANKFORT.

Special to the Marine Record.

Saturday the tug Boss started to break a channel through the ice that blocked our harbor, and after awhile the large tug D. P. Hall steamed up and smashed a channel through, and gave our citizens an excursion on Lake Michigan. In breaking the ice the Hall started a hole in her starboard quarter which is being repaired. She is a powerful tug, as you may judge from the fact that the ice she broke through was from six to eighteen inches in thickness.

The new tug owned by the Shaw Brothers (not yet named,) was launched on the 22d. She took to the water like a duck. She is 45 feet keel, 9 feet beam, 4 feet hold, has upper cabin all over, and will run as a ferry on Betsy lake.

The steamer Geo. D. Sanfort Jr., left on the 22d for Manistee. She is the first boat out of winter quarters on this shore, and will make regular trips hereafter.

C. C. Miller has received temporary appointment as keeper of pier head light here.

The tug Jessie A. Slyfield has received a larger engine and a new coat of paint, and looks as fresh as a daisy. The tug L. L. awson is being rebuilt, as is also the tug Ruby.

MARINE LAW.

ACTIONS FOR COLLISION—ERIE CANAL REGULATIONS.

District Court S. D. New York Jany. 4, 1884

Brown, J. The above libels were filed to recover damages for injuries through a collision on the Erie canal, near Buffalo, east of Black Rock, at about noon of October 1, 1880, between the canal boats D. C. Sutton and the Charley A. Reed, by which both were damaged. The D. C. Sutton had a full cargo, was towed by horse, and was going westward, and, according to custom, near the tow-path which was there on the south side of the canal. The Charley A. Reed was coming eastward, loaded, and towed by horse, and was about in the middle of the canal, which was there 85 feet wide. The steam canal boat City of Troy was at the same time astern of the Charley A. Reed, and overtaking her from the westward, proceeded to pass her by, going between her and the heel-path side of the canal. In doing so, as it is alleged by the libelants, she rendered the Charley A. Reed unmanageable, and threw her bows across the canal, so that the latter ran into the Sutton, the bluff of the starboard bow of each canal both striking the other and inflicting some damage on each. The owner of the Sutton libeled both of the other vessels, alleging that boat were in fault; and the owner of the Charley A. Reed has libeled the City of Troy, as the one solely in fault.

It is evident that the collision arose through the steamer's undertaking to pass the Reed when the Reed and Sutton were approaching each other from opposite directions. Whether the City of Troy was justified in this must depend partly upon the regulations and partly upon the distance the canal boats were apart when she undertook to pass. The evidence shows clearly that a steamer in passing a canal boat renders the latter for the time unmanageable by her tiller; the swell from the bows of the steamer first throwing the stern of the canal boat away from the steamer, and afterwards, as the steamer approaches the bows of the canal boat, having the same effect on her bows, while at the same time the strong suction from the propeller of the steamer, as it approaches and passes the stern of the canal boat, draws the stern powerfully towards the steamer. The latter co-operating with the repelling effect of the swell on the bows of the canal boat, is frequently sufficient to send the the latter upon the opposite bank of canal, from which the steamer often assists by a line in jerking her off. These ordinary effects of a steamer's passing a canal boat in the canal were well known to all the parties to this controversy. It is clearly dangerous, therefore, for a steamer to attempt to pass a canal boat when there is any other craft in the canal, which may be met, not merely before the steamer herself has passed, but before the canal boat would have time to recover her proper position in the canal. Regulation No. 49 of the canal board (Manual of Canal Laws, 349) requires that a horse boat, when approached within 50 feet by another horse boat overtaking it, and proceeding in the same direction, shall turn from the tow-path, and give the rear boat every practical facility for passing, and stop whenever necessary, until the rear boat shall have passed. The same regulation requires a horse boat, when approached within 20 feet by a steam boat moving in the same direction, "to turn towards the tow-path, and cause their horse to cease towing until the steamer has passed five feet ahead" of it.

According to the steamer's witnesses she was going about two and one-half miles an hour, while the canal boats were going from one and one-half to two miles. They testify that when about a length and a half astern of the Reed, two steam whistles were given as a signal to the Reed that the steamer would pass. These were not heard on the Reed, and the latter's witnesses testify that when she was about a length off they shouted to the City of Troy not to attempt to pass until they had got by the Sutton. These shouts were also unheard. The steamer proceeded to pass along the berme bank, there being sufficient room for her to do so without any change in the Reed's position. The City of Troy's witnesses say that when her signals were given the horses of the two teams were 200 feet apart, which would make the Sutton and the Reed at the time from 500 to 600 feet apart. But when the bows of the City of Troy began to lap the stern of the Reed, as all the other witnesses testify, the teams of the Reed and the Sutton had passed each other, and the two boats were not more than from 100 to 200 feet apart. The captain of the City of Troy testifies that he slowed down while passing the Reed, the object of which was to lessen the effect of the swell and the suction upon the Reed. When the Reed and the Sutton were about 200 feet apart the Sutton's team was stopped; the Reed's team was stopped when the City of Troy had lapped the stern of the Reed. The stopping of the teams, however, effected the progress of the canal boats only measurably. The Sutton at the time of the collision was nearly stopped by land, as there was a considerable current in the canal against her; while the progress of the Reed, with the same current in her favor, could not have been much checked during the short time that elapsed between her team's stopping and the collision.

As the canal boat was going only some two and one-half miles an hour, it was very plain that she could not possibly have passed the Reed before the Sutton was reached, even if at the time when her signals were given the distance between the Reed and Sutton was 600 feet, and the distance between the City of Troy and the Sutton 750 feet. The boats were all about 100 feet long, and at those rates of speed, respectively, the City of Troy would gain but two lengths while the Reed was going three. Even if the former had not slowed down while passing, she had three and one-half lengths to gain from the time when the signals were given before she would have cleared the Reed, and the latter would still have to recover her proper place in the canal in order to avoid running into the Sutton. And as the Sutton, moreover, was approaching the Reed at about the same rate, it is clear that at the time the City of Troy's whistles were given the Reed and the Sutton were not far enough apart to enable the City of Troy to pass the Reed before the Sutton would come abreast, unless she was going at a more rapid rate than her witnesses admit; and if she was, there was the greater danger through the greater disturbing effect upon the Reed while passing. On the evidence, therefore, I cannot entertain any doubt that the attempt to pass the Reed, with its known hazards, was rash and foolhardy, and that the City of Troy must be held liable on the general ground of want of due care and regard for the safety of the other boats in the canal.

Regulation No. 50, although not in terms including this case, does, I think, by analogy, condemn, if it does not prohibit, a steamer's even undertaking to pass another boat when a third would come abreast of them before they had sufficiently cleared. That regulation provides that, where two boats "coming in opposite directions, shall approach each other in the vicinity of a raft, so that if both should continue they would meet by the side of such raft, the boat going in the same direction as the raft shall stop until the other boat shall have passed the raft." The evident purpose is to prevent passing three abreast, with all the dangers incident to that situation. The Reed in this case was in a situation analogous to the raft referred to in this regulation. The steamer was going in the same direction, and by this regulation would be required to wait until the Sutton should have passed the Reed. There was nothing in this case to prevent the City of Troy from waiting until the Sutton and Reed had passed each other, which they would have done in less than two minutes after the City of Troy had reached the stern of the Reed. There is no obligation in the regulations, and none which reason can suggest, that the Sutton should have stopped rather than the City of Troy which could easily control her own motions; but manifestly the contrary. When the City of Troy was seen about to pass the Reed, the Sutton did stop and hugged the tow-path bank, and no fault is attributable to her.

With regard to the Charley A Reed, I am obliged to find a violation of regulation 49 on her part, in not stopping when the steamboat approached within 20 feet. Her helmsman first testified that his team did not stop until the City of Troy "was right broad-side of us." He afterwards said that when he first slowed up, the City of Troy had lapped about 10 feet. The regulation is explicit in such cases that the boat ahead shall cease towing when the steamer has approached "within 20 feet." Considering the precautions necessary for the safety of the boats, there was no reason why the Reed, even independent of this regulation, should not have stopped as soon as the Sutton's team was stopped. No regulation required the Sutton to stop; her captain acted as a prudent person should act in view of probable danger. The Reed not only did not act with this care and prudence, though the danger was sooner visible to her, but she neglected the express requirement of the regulation as well. It is impossible to say that if she had slowed sooner this could have had no effect in avoiding the collision. The blow was a comparatively light one; she had a line thrown out to the City of Troy at the time for the purpose of keeping her off, and timely slowing by the Reed, as the regulation required, might possibly have been sufficient to avoid the collision altogether. The Reed must, therefore, be held liable for contributory negligence in this respect. The Pennsylvania, 19 Wall. 125.

It results from this that the owner of the Sutton is entitled to a decree against both the Reed and the City of Troy, and that the owner of the Charley A. Reed is entitled to a decree against the City of Troy for half his damages, with costs to the libelant in each case.

GENERAL NEWS.

Commission Fink has announced another reduction in east bound freight rates.

Prominent parties of Manitoba have offered to ship any quantity of wheat to Windsor, for ninety cents per bushel.

The extensive sawmills at Montmorence, Ont., have shut down for the season. A large number of men are out of employment.

The House Committee on Patents decided unanimously to report adversely Representative Anderson's bill to limit the lifetime patent to five years.

The first of the three ships to go to the relief of the Greely party in the Arctic ice will sail April 25th. Interest in the expedition is becoming very lively.

The Buckeridge levee at Louisiana, thirty-three miles below Vicksburg, broke and there is no chance to close the gap. It will overflow much of the best lands of Tensas parish.

Mrs. DeLong, has written a letter to the House Committee on Naval Affairs inquiring when the Congressional investigation of the Jeanette expedition will be begun. She states that she wants to defend the memory of her late husband.

It is estimated that about 5,000,000 feet of cottonwood, sycamore, basswood and elm have been cut this winter in Essex county, along the shore of Lake St. Clair, for manufacture into hoops and heading. It will all be rafted next summer and floated down the river to Detroit and Trenton mills.

The certificates of incorporation of the Rapid Steamship Company was filed to-day in court. The company is organized with a capital of $250,000. Among the incorporators is John Roach. The object is to manufacture steamships with auxiliary screw propelling power, calculated greatly to increase speed.

The petition of 116 officers of steam vessels of the Mississippi and Ohio rivers, praying for the passage of the bill providing for the purchase of "Snug Harbors" for disabled and seamen of the American domestic merchant marine, was introduced in the House by Mr. Thomas, of Illinois, and referred to the Committee on Commerce.

At the meeting of the Erie Boatmen's Association in New York Monday, by-laws were adopted which provide that no stockholder shall carry grain for outside agents except when the company's agents in Rochester, Buffalo, and other cities are unable to provide him with a cargo. A board of directors, consisting of three boat builders and six boatmen, was elected.

Senator Hawley of Connecticut has introduced a bill offering a reward of $25,000 for rescuing or ascertaining the fate of the Greely Arctic expedition. This is intended, doubtless, not only to stimulate the zeal of the members of the exploring expedition which is about to be sent out, but also to give them some extra composition for duties and labors which bid fair to be arduous.

The Canadian ship owners are urging the Dominion Government to push forward the negotiations opened some time since with a view to securing a commercial treaty recently made between Spain and the United States.

A sub-committe of the committee on Commerce, of which Congressman Davis is a member, gave a hearing to a delegation of sailors, presented by Congressman Foran, on the sailors bill providing for increase of crews of able-bodied seamen, and to prohibit overloading of vessels. Mr. Powers, of the Chicago Sailors Union, presented the views of the sailors. No action as yet has been taken upon the bill.

Congressmen Davis reported, from the Committee of Commerce, a bill providing that aliens be required to complete their citizenship by naturalization before license be granted them to act as masters, engineers, or pilots upon American vessels. Under existing laws aliens six months in the country can declare their intention to become citizens and be licensed. In many cases they do not complete their citizenship. This bill is to so amend the law that no license be granted until after four years from declaration to become citizens except upon showing full naturalization papers.

DETROIT AND ST. CLAIR STRAITS.

Special Correspondence Marine Record.

DETROIT, March 25.

The Detroit and St. Clair rivers or straits are two of the grandest on the North American continent. The Detroit river contains seventeen islands the names of which are as follows: Celeron, Clay, Hickory, Sugar, Bois Blanc, Elbe, Fox, Rock, Stony, Grosse, Turkey, Fighting, Mammy Judy, Grassy, Mud, Belle and Peche. The two latter are situated a few miles above the city of Detroit and near the entrance to Lake St. Clair. Isle la Peche, as it was first known, was the home of the celebrated Indian Chief Pontiac. The other islands are located at the lower extremity of the river, the largest of which is Grosse. This island is nine miles long, two in breadth, and contains 6,000 acres. It lies at the mouth of the river and was first visited by Father Marquette in 1679, then en route with the barque Griffon to Green Bay. He planted thereon orchards of pear and apple seeds brought out from France. In 1721 De Charlevoix sailed through the lakes and rivers to gather material for the history of New France, as it was then designated. When he reached the Detroit river, his enthusiasm knew no bounds at the sight of the lovely group of islands. "They seemed placed on purpose for the pleasure of the prospect." "There are meadows, fields, lofty forests and rivers, all so happily blended as to equal the most romantic wishes."

In 1776 William Macomb bought of the Indians the largest of the group of islands, then known as La Grosse Isle. It has since been variously inhabited until now it contains numerous costly private residences, church and farms, and until recently an elegant hotel, which, a few years since, was burned down. Fruit of nearly all kinds abound, including vineyards. In 1778 the brig Gen. Gage arrived here from Fort Erie and took anchorage for several days, up to which period no merchant vessel had visited this river, and but few had ever penetrated it. In 1817 President James Monroe passed through here on a sail vessel from Buffalo, bound for Detroit, and was the first president to visit Detroit during his official term. During the week ending July 24, 1817, the arrivals at Detroit were ten schooners and one sloop. The clearances, six schooners and one sloop: The schooner Gen. Jackson, Captain Blake; Black Snake, 21 tons, Captain D. Wilkeson; Pilot. 27 tons, Captain H. Rumage; Franklin, 73 tons, Captain J. F. Wight; Erie, 77 tons, Captain R. Gillett; Gen. Wayne, 85 tons, Captain J. Rough; Ranger, 16 tons, Captain R. A. Naper; Michigan, 132 tons, Captain Walter Norton, and the Salem Packet, 28 tons, Captain Sam Ward, which either arrived or departed.

August 27, 1818, the steamer Walk-in-the-Water, Captain Job Fish, arrived from Buffalo, the first of that class of craft, with twenty-nine passengers. She also arrived September 7th, same year, with the Earl of Selkirk and suit on board, en route to the Northwest, and thirty-one passengers. The Split Log was the United States cutter then in service. Mr. Woodbridge was the collec-

tor of the port of Detroit at that time.

The Detroit river proper is thirty miles long, following the main channel, and from three-quarters of a mile to four miles broad, with a current of from one and a half to two and a half miles per hour. Southwest gales of any duration lower the water in the Detroit and St. Clair rivers from one to three feet; northeast gales raise the water about the same. There is a greater depression and elevation of the water in the western end of Lake Erie than in the Detroit river, by gales. What isknown as "Scott's middle ground" lies between Belle Isle and the American shore. It extends northeast and southwest one and one-eighth miles, and is one-fourth of a mile wide. The channel is on the north side of this middle ground. Navigators unacquainted should not attempt to pass to the southward.

At the time of the arrival of the Walk-in-the-Water, and for sometime subsequently, there was but one public wharf at Detroit, that of Mr. John S. Roby, and only one other, which belonged to the United States Government and was known as the military dock. In May, 1819, the above steamer, commanded by Captain Jedediah Rodgers, proceeded on a voyage to Mackinaw, which was the first time a steamer ploughed through the rivers and waters of Lake Huron. In July, 1820, she made a voyage to Green Bay with 200 passengers on board, under the same command, and was the first steamer to enter Lake Michigan. The distance for the round trip was computed at 1,200 miles, sailing from and to Detroit, and was performed in thirteen days. In 1821 Austin Wing and Daniel B. Cole were in the forwarding business at Detroit; also Hunt & Roby. In 1826 the firm of J. R. Dorr & Co. was added to those already engaged in that line. In 1830 Oliver Newberry, J. R. Dorr, A. S. Porter Wm. S. Abbott, and De Garmo Jones were in the forwarding and commission business; in 1831, F. P. Browning, and in 1832 Deming & Whiting (John J. Deming and John L. Whiting constituting the firm.) The same year the firm of Dorr & Jones commenced business as such. Early in May of this year the steamboat Superior arrived at Detroit on her maiden voyage, commanded by Captain Rodgers, heretofore spoken of, with W. Calhoun as engineer, the Walk-in-the-Water having been wrecked at Buffalo the fall previous. In June following the Superior made a voyage to Mackinaw having on her trip-sheet the names of 99 passengers. She was 346 tons burden, 110 feet keel, 29 feet beam, with an engine of 59 horse power. In 1827 Brooks & Hartshorn were forwarders at Detroit.

On the 25th of June, 1822, the steamer Superior left Buffalo for the Sault Ste. Marie, having on board 250 troops of the 2d regiment infantry, which was the first visit of a steamer up that river. In 1833 H. V. Disbrow & Co. was added to the others already named in the forwarding line. In 1834 the firm of Deming & Whiting had changed to Whiting & Avery, located at the foot of Woodward Avenue.

The St. Clair strait, which connects Lake Huron with Lake St. Clair, is 48 miles long and from half a mile to a mile wide. It flows in a southerly direction and there are six different channels at the entrance to Lake St. Clair, only two of which are navigable. The north passage was from an early period, and until quite recently, the one chiefly navigated, when, after the opening of the ship canal, it was principally abandoned. Emptying into the river St. Clair are Black river, Pine river and Belle river, on the American side, and on the Canadian side the river Hastings and others of lesser character. The depth of the St. Clair river is from 40 to 60 feet, with a current of about three miles per hour. It has several islands, chiefly at the outlet, the principal ones being Harsons, Walpole, Squirrel, Star, Dickinson, Stag and others of lesser note. There are numerous towns and villages on either hand several of which carry on a prosperous trade, but for want of space our observations can be extended no farther for the present.

J. W. H.

V. D. NICKERSON,

MARINE ARTIST

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No. 2: Length, 42 feet; breadth, 12 1-2 feet; depth, 5 feet; built in 1881; engine 14x14, new boiler. Price, $4,000, cash.

Also one double marine engine 14 1-2x20 inches; 7-foot Philadelphia wheel; in A1 condition. Price, $1,300 cash. Address MARINE RECORD OFFICE.

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SHIPPING BILLS.

"Three wise men went to sea in a bowl," says an ancient nursery rhyme, and there are enough incidents in our own age, coming within everyday observation to give us implicit faith in the metaphorical truth of that ancient distitch. Among the curious things of this nature under view at the present moment are the shipping bills now before Congress, shipping bills which may be likened to frail craft in which their progenitors have recklessly embarked on the sea of public opinion, and none of these hardy sailors are more conspicuous than our own Martin A. Foran, who has constructed a bowl of his own and is vigorously lashing the waters with his little paddles. Looking at the natural congruity of things we are sometimes astonished at the strange power that association of profession has on the growth of statesmen and legislators. We do not wonder so much at Mr. Foran making for himself a tub, but at his temerity in taking to sea in it. There must be a mysterious feature in the matter which we do not recognize. But the best sailors often undertake reckless voyages and Mr. Foran and the authors of the other questionable shipping bills are at present engaged in this hardy enterprise. The House of Representatives, should these bills ever be brought up for passage, will give them by discussion and ventilation such a tossing that they will be glad to make land at the nearest point. We have heretofore shown the impractical nature of Mr. Foran's bill the provisions of which are not matters for legistion but clearly belong to the supervision of the master. The weight of opinion among the navigators of England, where a measure is pending before Parliament for the establishment of a load line, is heavily against the making of such a law. If nothing else would keep vessel owners from dangerously overloading, self-interest, the strongest of considerations, would prevent it. As long as insurance men find no fault others are in little danger, and when there is a disposition to load beyond capacity or staunchness, those who insure hulls are the true regulators of the matter. In truth, looking at another and similar phase of the matter, we are loth to believe that those who are crying for the load line, if there are really any beside Mr. Foran, desire or expect to secure it. They certainly know enough to guage the depth to which a vessel is loaded by the figures marked on her bow. Other considerations, such as the character of a vessel's cargo, whether it be iron ore or lumber, the amount of leakage in her hold, beside those infinitesimal bearings on the question which will readily suggest themselves to the mind of the true sailor will prove to him the impracticability of Mr. Foran's bill in respect to the load line. Its other features are scarcely worth mentioning. Who knows better than a sailing master how many men to employ, when to discharge them and how to provide for their accommodation? The clause requiring the employment of American seamen, like the other portions of the bill, is purely a business matter between the master and his men. Included in this batch of shipping bills is one so far reaching in its evil tendencies, compared to which Mr. Foran's measure is simply lilliputian mischief. It provides for the payment of a rebate of ninety per cent. of the duty on iron and steel imported for the construction of ships to be sold to foreigners. This measure is probably intended to promote the building of ships by Americans for foreigners, an aim which it would most likely accomplish. But its projectors seem to have a limited vision, or they would have seen that it also gives foreigners, the advantage over Americans of procuring cheap ships to the extent of the difference between the rebate and the duty which we pay on foreign iron. And if foreigners, say our neighbors, the Canadians, could get cheaper ships, they could carry freights cheaper, as a natural consequence. Under the provisions of such a bill it is estimated that the Canadians or other foreigners, could purchase ships twenty per cent. cheaper than they can be built for Americans. Of all the wild schemes to aid American shipping, this is upon its face the shallowest. It should secure no attention from Congress.

THE LIFE SAVERS.

Captain C. C. Goodwin, of the Cleveland Life Savers, has received from the Masonic Relief Committee, of Covington, a gold medal, for valuable services rendered at the time of the flood. The medal, which is a solid gold shield suspended from crossed oars, represents a scene in one of the flooded streets, with the serf boat "Recover" in old gold. On the reverse side the medal bears the following inscription: "Capt. C. C. Goodwin, U. S. Life Saving Station, Cleveland, O., from Masonic Relief Committee, Covington, Ky., Feb'y 14, 1884, in recognition of valuable services during the flood of 1884."

The following letter of commendation came with the medal:

"COVINGTON, KY., March 8, 1884.
Capt. C. C. Goodwin, Life Saving Station, Cleveland, O.

The accompanying badge has been prepared for you as a slight testimonial of the appreciation on the part of the Masonic fraternity of this city, of the promptness with which you so nobly responded to the call for assistance, during the flood of 1884, and as a token of the recognition of the valuable services by you and your quickly secleted crew during the great inundation in this vicinity. Please accept this souvenir, with the earnest wish on the part of your many friends in Covington that you will take as much pleasure in receiving the same from the Committee, as the Committee does in presenting it.

By order of the Masonic Relief Committee, of Covington, Ky.

CHAS A. FISK, Chairman.
O. P. TUCKER, Secretary."

The crew was composed of the following volunteers: William Newell, Lyman O. Newell, Charles C. Goodwin, Jr., William Goodwin, W. Ralph Caddick, William Kelley, William Allen, Albert Cariher, A. G. Regan, and our old friend, Napoleon Tovat, all of whom received, from the same Committee, gold eagles, on which appropriate engraving has been done.

The medals may be seen, neatly framed, in the window of A. Closse & Son's clothing store, Superior street.

NOTICE TO MARINERS.

Notice is hereby given, that from the opening of navigation this year the main light at Kincardine on the east coast of Lake Huron, will be changed from a white varied by red flashes every fifteen seconds to an alternating red and white light, the flashes attaining their greatest brilliancy every twenty seconds.

The illuminating apparatus will be catoptric as heretofore. WM. SMITH.
Deputy of the Minister of Marine and Fisheries.

THE question of cargo insurance is still under advisement. Efforts are being made to form a pool.

IT is to be hoped that Captain Davis will be continued in command of the cutter Andy Johnson. He has made many warm friends among vessel owners and vessel masters and the families of the sailors have much confidence in his desire to render prompt and effective aid where it is necessary and proper.

CHICAGO.

George Kirkham, formerly the Secretary, will be Superintendent of the Vessel Owners' Towing Company this season.

The tug Sheriff broke her shaft and lost her wheel. She was towed here on the 20th by the tug Pet, which will also undergo repairs.

Captain Frank Butler will not command the tug Ward this season. He will represent one of the large coal companies in marine circles.

Dunham's tug line has received in advance all the towing in Chicago during the season of the Union, Western, and Anchor lines of propellers and barges.

Captain James Mellen, of Detroit, the manager of "the iron fleet"—the steamship Iron Chief, Iron Duke, and Iron Age, and the barges Iron Cliff and Iron State—arrived in Chicago on the 20th to look after the fitting out of the fleet.

The name of the steamer M. C. Hawley is changed to City of Green Bay.

Iron ore, Escanaba to Cleveland, $1.25 asked; Marquette to Cleveland, $1.40 asked.

Efforts towards raising the tug Protection, at Saugatuck, will be commenced in a few days.

Mary Richards transfers to Henry C. Richards three-sixteenths of the schooner H. C. Richards; consideration nominal.

Colonel Wetzel, United States Engineer Corps, died a Philadelphia on Tuesday. He was formerly stationed on the lakes in charge of harbor improvements and was well known.

The schooner N. B. Norris was sold to the Shaw brothers and Hugh Glenn, the consideration being $22,000 cash. The Norris measures 628 tons, carriers 43,000 bushels of corn, was built in 1872, and rates A 2 straight.

The grain loaded steamship R. P. Ranney, in the harbor, leaks at the rate of an inch an hour. The pumps are constantly watched. None of her cargo has been damaged. She has corn.

Sail craft are the first to resume navigation on Lake Michigan, leading the steamers. Except the regular winter steamers, no craft arrived in Chicago this spring until the schooner C. North came in on the 22d. She has a cargo from Michigan City, Ind. A sail vessel, and a small one at that, thus opens navigation on this lake and goes on record as the first arrived for the season of 1884. The North was built way back in 1854, and measures only 108 tons.

One of the propellers which belonged to the old Northern Transportation Company when that company existed, and which now belongs to the Northern Michigan Line, will be the first this season to test the ice in the Straits—the Lawrence. She cleared at the Custom House on the 20th for Cheboygan, which place is on the LakeHuron entrance to the Straits. It is not at all likely that she will get through yet, but she will make the attempt, and if unsuccessful will land her cargo at Cross Villiage or some other point on that shore of this lake.

Erie canal rates are made very low.

The lumber rate from Bay City is called $2.

The last grain charter was at 4c, corn to Buffalo.

The Continental is in the agreement on the hull tariff.

The propeller Philadelphia is receiving a new boiler and machinery.

Captain Mathem has not yet done any thing towards repairing the propeller Colorado.

The Seamen's Union election in Chicago occurs in April. Polls were open at Buffalo on Saturday for members of the Seaman's Union to cast their ballots for President of the Detroit and Toledo branches. George McGaffy and William Cannon are the opposing candidates for the Presidency of the Toledo branch. At Buffalo McGaffy was ahead. For President at Detroit Andrew Forbes has no opposition. The election at Kingston occurs to-day. There is great interest all over the lakes among sailors in these elections.

SANDUSKY.

Special to the Marine Record.

The steambarge Westford, Captain Clary, owned by the Minor Lumber Company, of Alpena, has had about $2,000 expended on her machinery. Messrs. Krutz & Kromer, of this city, have done the work.

The new steambarge building at J. E. Monk's shipyard for F. Olemacher & Co., of this city, is being pushed forward rapidly and will be launched in about two weeks. She is 110 feet long over all, 22 feet 5 inches breadth of beam, 7 feet depth of hold and is very strongly and well built. Her engine, 20x20, was built by Barney & Kilby, and her boiler, 6x12, of Otis steel, by the Portland Boiler Works. The steamer American Eagle has been at Monk's drydock and received a new wheel.

The steamer American Eagle, Captain Magle, is making her usual trips from this port to Kelly's Island daily, well loaded down with passengers and freight.

LORAIN.

Special to the Marine Record.

The scow J. U. Porter, Captain Julian Porter, is getting new plank on her bow, new ceiling, cross frames and hatch combings.

The schooner Thomas Gawn has had new monkey rail, piece of new rail and some new stanchions, stringers and bulwarks.

The steambarge built by H. D. Root for R. Thew and J. E. Brockelsby, of Caledonia, and Captain Charles B. Chapman and Engineer H. A. Snider, of Lorain, was launched on the 25th of March. She is handsome and well built and is 115 feet in length over all, 23½ feet beam and 8 feet depth of hold. Her engine, 18x20, was built by Sutton Brothers, Buffalo, and her Boiler, 6½x12, of Otis steel, by the Variety Iron Works, Cleveland. She was named the W. P. Thew and will be employed in the stone and coal trade. Captain Charles B. Chapman will command her, H. A. Snider will be engineer and Robert King, mate.

H. D. Root, shipbuilder, is building a very handsome tug for the Lorain & Wheeling R. R. Co. for towing in Lorain harbor. She is 68 feet long, 15 feet 8 inches breadth of beam, 9 feet depth of hold. Her engine, 20x20, was built by the Globe Iron Works, Cleveland, and her boiler, 6½x12, of Otis steel, by the Buckeye Bridge and Boiler Works, Cleveland, and she will have one of the celebrated Sheriff wheels. All her outside plank are on, her bed plate is in, and she will be completed and launched about April 20th. Captain James F. Bowen will command her. He is superintending the work, assisted by Captain Alec McPhail.

The barge Genoa is undergoing extensive repairs, comprising forty new stanchions, 200 feet of new rail, new bulwarks and stringers at a cost of about $800.

The schooner N. C. West is getting new stern timbers and plank, floor ceiling and bilge kelsons.

HURON.

Special to the Marine Record.

Captain R. B. Montague, for many years a resident at Huron, will go to Duluth and join Captain Miller in the vessel broker business the coming season.

J. F. Squier, shipbuilder, has given the schooner Kitchen twelve new stanchions and some repairs and recalked her from her light water mark up, and also her deck; the schooner Jura, Captain C. Peterson, new deck, new stern, new rudder and some repairs: the schooner Oswego, Captain C. Montague, some new ceiling and repairs. J. F. Squier is building a new fishing tug for Herman & Cross.

The steambarge Sakie Shepherd, Captain C. Smith, left Huron Sunday morning for the fishing grounds at Locust Point.

The steamship Columbia, Captain J. D. Peterson, and her consort the Comrade, Captain L. H. Wilcox, will go to Cleveland about the first of April and will go in the Globe drydock for calking and the Columbia will also get a new wheel.

ST. IGNACE.

The steamer Algomah has completed the feat of taking off a broken wheel and putting on a new one without going to a drydock. She had all the buckets broken off her wheel in mid straits six weeks ago, which left her entirely disabled. The owners then concluded to bring her to the wharf here, which was done by cutting a passage through the ice by manual labor. The distance was about three and a half miles; the time occupied about four weeks; the cost about $1,200. In the meantime the Detroit Drydock Company, under the supervision of Captain Parker, built a box 32 feet square and 16 feet deep with the forward end of it fashioned to suit the boat about twenty five feet from the stern. The box was set up and fitted from

the boat's model in Detroit and then taken to pieces and shipped here, where it was set up again and calked and placed under the boat on Saturday evening last. On Sunday morning two siphons, worked from the boat's boiler, were set at work and in two hours the box was dry and the whole job is now completed in a most creditable manner. The box fitted the hull as perfectly as it could have done had she been in drydock. The captain superintending this work is Mr. Parker, the same man who put the same kind of a box under the Great Eastern in New York a few years since.

Your correspondent has just interviewed a man that crossed from Beaver Island to Point Patterson, head of Lake Michigan, on Thursday last. He reports no water in sight from Beaver Island toward the Manitous, or from Point Patterson. The ice is very heavy in the Straits. He does not think steamers can get through before April 15th with the most favorable weather. Should we have any cold weather the Straits will not open before the 20th or 25th.

It thought the Lawrence can not get farther north than Frankfort, certainly not as far as Petoskey or Cross Village, for some days yet.

MANITOWOC.

Since the close of navigation Rand & Burger have had the following schooners in dock for repairs, all of them having been ashore last fall: The schooner Emeline R. Neilson had bottom planked, new bulwarks rail plankshеer and caulked throughout, at an expense of $600. The schooner L. M. Collins had new keel, bottom planked, stanchions, bulwarks, new decks. The schooner J. I. Case had new keel and keelsons, center-board box, bottom planking, six strakes of plank on upper sides, new stern, decks, arches, and treenailed and caulked all over, at an expense of $20,000. They have the propeller Champlain now in dock getting a thorough rebuild, new frames, plank, and ceiling forward and aft, new arches, stanchions, bulwarks, and caulked, at an estimated expense of $10,000. After the Champlain goes out they intend placing the schooner C. H. Burton in dock. She went ashore on Washington Island one year ago last October. It is impossible to say at present what it will cost, but probably in the neighborhood of $12,000. They are also laying the keel for a schooner of the following dimensions: 134 feet keel, 20½ feet beam, and 10 feet hold in shoalest place. She is to be used in the lumber trade.

The Goodrich Transportation Company are giving their boats a thorough overhauling, to wit, the Menominee, Chicago, Muskegon, Corona, and Sheboygan.

The steambarge Rube Richards is having a new deck and other repairs done by owners, and last, though not least, Captain Bundy is building another gospel ship, which, from her looks, is going to sweep everything before her.

TOLEDO.

About 9 o'clock on the 24th M. T. Huntly, an old lake captain and well known all over the lakes, was badly injured in his effort to save a lady who was crossing the river in the ferry. One of the floor beams of the temporary bridge knocked him down, and under its weight he was badly crushed. He was taken to his residence at once and medical aid summoned. The physicians labored with him an hour or more before he was restored to consciousness. What makes the affair peculiarly distressing at this time is the fact that the Captain's son lies dead in the house, and Mrs. Huntley had a hip broken about a year ago and is hardly able to move about. Many kind friends are doing what they can to make the family comfortable and render the burden of their many trials, which in this case have not come singly, as light as possible.

SHEBOYGAN.

There is lots of water on the ice in the Straits and the lookout for a speedy break-up is more cheerful, but as yet little impression is noticable. A streak of water can be seen from here on Lake Huron. The Algomah will break a passage across the Straits to Mackinaw City.

VERMILLION.

Special to the Marine Record.

J. C. Gilchrist & Co. are doing considerable repairs on the schooner S. H. Foster, comprising some new stanchions, part new rail, new plankshеer and a new jibboom. They are having the schooner P. S. Marsh recalked from the water line up, and the boiler of the tug Relief is undergoing repairs.

Captains Edson and Nicholls are busy fitting out their fish boats.

The sailors' farewell dance came off Tuesday night, and was a great success.

Mr. Olmsted, of the Conneaut, who is largely interested in oil works in eastern Ohio and Pennsylvania, has leased land here and is about to put down an oil well.

STURGEON BAY.

About seven o'clock last Thursday morning fire was discovered in the interior of the tug Spear, lying near the foot of St. John street. An alarm was given, but before the steamer arrived the blaze was extinguished by the copious application of water by persons who had hastened to the scene. The fire started from a stovepipe which had become disconnected where it passed through the roof of the upper works. The damage was principally done by an attempt to cut a hole through the house; otherwise the injury could have been repaired for less than two dollars.

The Depere came as far north as Lily Bay pier on Friday, and after landing a quantity of freight for the merchants of this city and the northern part of the country left for the south again.

The ice on Green Bay is about two feet thick at this writing, while two years ago considerable open water was to be seen at this date.

Captain Alex. Laurie has made considerable progress in his preparations for the repair of his scow, the W. B. Shattuck. The hull is to be raised six inches, and an entirely new deck laid.

Work on Hagan & English's new steambarge, which the firm is building at Green Bay to replace the Minnie, is progressing at a satisfactory rate the frames being all in place and planking pretty well under way. The dimensions of the craft is 180 feet long, 30 feet beam and 9 feet depth of hold. Two engines 18x20 inches are to supply the motive power, while the boiler formerly in the propeller Favorite has been secured for the new craft. It is expected that the boat will have a carrying capacity for about 150 cords of wood in the hold alone, which will make her the largest carrier on Green Bay.

Mark Holt left for Manitowoc Wednesday morning to enter on the discharge of his duties as engineer of tug Gregory. Captain Burnham will have command of this fine craft again during the coming season.

MILWAUKEE.

Wolf & Davidson are making repairs at the present time to the following vessels: Schooner Reed Case is receiving a through overhauling, including new rails, plankshеer and outside plank where necessary, new windlass, new stanchions where necessary, new bulwarks, recaulking, and other repairs, estimated at a cost of $1,800. Schooner Granger, new jibboom and other repairs, $200. Schooner Lake Forest is receiving repairs, consisting principally of entire new stern, new knight heads, part new rails, plankshеer stringers, timberheads, stanchions, etc., where necessary; estimated cost, $2,000. Steambarge Colin Campbell, general repairs; estimated cost, $400. The I. O. T. Co's fleet at this port are being overhauled and calked. Schooner City of Toledo new mainmast and other repairs. Schooner H. M. Scove is being thoroughly repaired, receiving an entire new stern and other repairs where deemed necessary.

In addition to the foregoing Wolf & Davidson have made minor repairs to a number of vessels not mentioned, and have in prospect a considerable amount of work which will shortly be commenced. The steamer Michigan will be docked to receive new brasses on her return from Grand Haven.

This firm has just completed a new yacht for S. H. Seamans, of this city, twenty-five feet long and nine feet beam. Mr. Seamans will take the yacht to Oconomowoc for his own use. They are also building a yacht for the Joys Brothers, of Milwaukee, thirty feet long and ten feet beam. These yachts are pronounced by all to be models of beauty and excellence in line and construction.

At last reports the steambarge Hilton was still fast in the ice off Two Creeks. Last Friday a submarine diver left for Milwaukee with a battery and cartridges to blow up the ice, which now surrounds the boat, and which is said to be twelve feet thick in some places. The Hilton was only about two hundred feet from the beach and Captain Richardson thought it was about time to do something to prevent her from going ashore altogether.

At the Milwaukee shipyard a new ceiling or floor has been given the schooner Julia Willard, which will receive other repairs in the spring.

A partial redecking is being given the schooner Amazon and three hatches are being put in.

The steambarge Ballentine is being given a general overhauling, as is alse the schooner Porter.

On the steambarge Nahant the rails are being repaired, the pilot being shifted forward and the wale strakes taken off.

The deck of the steambarge G. C. Markham is being recalked.

BUFFALO.

Special to the Marine Record.

Captain Gus Griffin well known in marine circles, died at Buffalo on Tuesday. The captain was an experienced navigator and also served with distinction in the army during the late war. Hosts of friends will learn of his death with sincere sorrow.

A conference of the representatives of lake marine insurance companies, in session at the office of Smith & Davis, came to a harmonious conclusion. The object was to fix hull rates for the season which opens on April first. Considerable discussion was had, the tenor of it being in favor of much higher rates than prevailed during the demoralization of last year. The question of a tariff was referred to a committee consisting of T. H. White and T. G. Crosby of Chicago, and O. T. Flint and E. B. Smith of Buffalo. The tariff reported by this committee was finally unanimously adopted. It is graduated on steam and sail vessels, according to their class and valuation. A low priced vessel is made to pay a higher rate than a high priced one of the same class. This was done, the underwriters say, because it costs about as much to release a small and low priced vessel which has stranded as one of large capacity and high value, and in the former case there is much less of cargo and hull to contribute to the expense of wrecking. The lowest rate made is on A1 vessels valued at $50,000 and over, which is 4½ per cent. On sail vessels classed A1 and worth $50,000 and over the rate is 5 per cent. The entire range on A1 vessels is from 4½ to 6 per cent.; on A2, from 6 to 8 per cent.; on B1, from 7½ to 9 per cent. As stated, all of the agents subscribed to this tariff, and an agreement was made that no rate should be cut without the unanimous consent of the companies represented at this meeting. This means that the low rates and serious demoralization of last year shall not enter into this season's business. The rates made seem to be only fair for the risks assumed, and it is to be hoped that the harmonious feeling which characterized the conference will continue to the season's end. It was decided to lower the discount on total loss and general average from 20 to 10 per cent., and on total loss from 40 to 30 per cent. An executive committee was appointed, comprising Messrs. Crosby, White, Flint and Smith. There will be no general hull or cargo pool, but it is probable that some of the companies may pool their business, especially such as are represented by one firm.

SAUGATUCK.

The new propeller A. B. Taylor is about ready for business. She is 110 feet long, 19 feet beam, and 8 feet depth of hold. She has a double deck and accommodations for thirty passengers. She is provided with a 6x10 steel boiler, and a 16x20 engine of the Montague Iron Company's works, and a Pierson wheel 6 feet 6 inches. The landing places will be at O'Connor, Ind., and Lawler's dock, near Rush street bridge, Chicago. Captain R. L. Rogers, formerly of the steamer J. S. Seaverns, who is half owner of the Taylor will command the boat. She will ply between Saugatuck, Holland, and Chicago. She is an independent boat, having no connection with the old line.

Work on the new steamer for Messrs. Brittain, Parks, and Reid, Jr., has begun. She will be 110 feet long, 22 feet beam, and 8 feet deep in the hold. It is the intention of her owners to get ready for business by July 1st. James Elliott will build her.

The steamer J. S. Seavern has been sold to Walter Ross, of Port Arthur, Can. Her captain, engineers and firemen are here getting her ready for sea.

The tug Ganges has been sold to parties in St. Joseph, where she will be used on the canal between St. Joe and Benton harbor.

There is a rumored sale of the river steamer Alice Purdy to Escanaba parties, but cannot trace it positively.

Gilman's tug was launched at 4 o'clock on the 22d. Martel had a gang of men cutting ice all day, some of which was nearly two feet thick, The boat is made of the best material, the plank being from thirty five to forty-four feet in length. John Priest did the iron work, and has another improvement for fastening the iron plates to the stern. Dimensions: Length, 80 feet; beam, 17½ feet; depth of hold, 9½ feet. This new candidate for honors in Chicago will be known as the John Gordon.

George Phelps, of Saugatuck, for the past two seasons mate of the Anchor line propeller Delaware, has accepted the command of the steambarge Emma E. Thompson. Captain F. Sears, of the schooner White Cloud, goes with him as mate.

The Saugatuck fleet will be commanded by the following gentlemen: Steamer Douglass, Captain D. Cummings; steamer A. B. Taylor, Captain R. T. Rogers; steamer A. R. Colborn, Captain R. Ames; steamer G. P. Heath, Captain O. Parks; steamer C. W. Moore, Captain Wm. Turnbull.

DULUTH.

The Board of Underwriters held a short session Monday afternoon, during which there was considerable discussion the elevator rates on grain, resulting in the board doing away with the six-month rate and placing everything on the annual rate basis.

At a late meeting of the tug owners of Duluth an agreement was made to adopt uniform wages to be paid to tug engineers, firemen and deck hands. It is learned that engineers will be paid $75 per month, instead of $90 which was paid last season. Wages of firemen and deck hands were also reduced, but we have not learned how much. Because captains have been very generally hired for the coming season for some time, the question of wages to be paid them was not considered. It was agreed, also, that raftsmen will be paid $26 per month and board; and that lumber pilers and other yard men about the saw mills will be paid $1.50 per day, out of which they must board themselves.

BAY CITY.

Special to the Marine Record.

Refering to a paragraph in your Detroit correspondence in regard to the monster being built by James Davidson, permit me to add the following. The steamship's upper works will resemble those of the Hope. The pilot house and officers' quarters will be forward; the engineers' apartments, mess room, etc., aft. She will carry three spars, will be wire riggid with steel lifts, etc. Her windlass will be of the American Windlass Company's manufacture, or what is known as the Providence windlass, the same as is used by ocean steamships. All capstans will be worked by steam. The anchors are of the Boston patent make, each weighing about 3.000 pounds. The machinery will be a duplicate of that in the steamships Bay City, Siberia and Hope, only a trifle larger, being a fore-and aft compound. The high pressure cylinder will be 30 inch bore by 45 inch stroke; low pressure 54 inch bore with same stroke. These dimensions are three inches more bore and four inches more stroke than the Hope's and make the engine the largest on fresh water. It is now being made by the King Iron Works Company, of Buffalo. The new craft will have two Otis steel boilers, eight feet shell and seventeen feet long, which are also being built in Buffalo, by Riter Bros. The engine and boilers will be brought here and placed in the boat after launching. The shaft will be eleven inches in diameter, and the wheel twelve and one-half feet, with a pitch or lead of fourteen feet.

The new boat is being built of white oak, and 1,500,000 feet will be used in her construction. Of pine 300,000 feet will be consumed for decks and cabins. Captain Davidson expects to have her ready for launching by August 1. Her carrying capacity is placed at 3,000 tons of iron ore; 100,000 bushels of corn, or 2,000,000 feet of lumber. Her cost will be in the neighborhood of $150,000. She will be used in the iron ore, coal, and grain trade.

IMPORTANT MARINE QUESTIONS.

WOMAN WITH ALIEN HUSBAND.

A budget of Treasury Department decisions was received by Collector of Customs Spalding Chicago. Those of special interest to the lake marine are given below:

Treasury Department—Sir: Your communication of the 4th inst. submits an inquiry in regard to the issue of marine documents upon the following statement of facts: A woman, L., is a native of Ohio, and has always resided in that State. She married an alien, C., a citizen of the Dominion of Canada, but who has been for several years a resident of Ohio, where husband and wife are now domiciled. The wife now desires to purchase and hold, in her own name, a registered vessel of the United States. You inquire whether marine papers can issue to her as owner. You are informed that if by the laws of Ohio her property in the vessel would not by her coverture become the property of her husband, she could be recognized as owner, and a register, enrollment or license of the vessel could be issued in her name.

STEAM VESSELS NOT REINSPECTED WHEN SOLD.

Certificates of inspection are good for one year, without regard to change of ownership. Enrollment and license should be issued upon presentation of her unexpired certificate.

WATER-TIGHT BULKHEADS.

SIR: In reply to your letter I have to inform you that section 4,490, Revised Statutes, requiring three water-tight cross bulkheads on passenger steamers navigating the northern or northwestern lakes is mandatory upon the owners of such steamers, as well as upon the officers of the inspection service, and the department sustains the action of the inspectors at Oswego in refusing a certificate to the steamer Magic to carry passengers on Lake Ontario unless provided with bulkheads, as provided by the statute above referred to.

HOSPITAL DUES.

By virtue of section 4,587, Revised Statutes, no licensed vessel is subject to marine hospital tax, except such a one as is licensed for the coasting trade, and under the act of March 3, 1875 (18 Stats., vol. 3, 485,) no vessel is obliged to keep a time-book unless she be subject to the tax. Vessels, therefore, licensed as yachts under the act of March 3, 1883, are neither subject to marine hospital tax nor are they required to keep a time-book.

CANADIAN STEAM VESSELS ON THE LAKES.

Masters and owners of foreign passenger steamers inspected under the act of August 7, 1882, are hereby notified that, in availing themselves of the privilege granted in rule 4 of the regulations for inspection of foreign steamers, which permits docking of the steamers to "be omitted upon satisfactory evidence that the vessel has been docked within the previous twelve-months, under the direction of the under-writers or of the agents or officers of any foreign Government authorized by law to make examinations as to the condition of the hulls of vessels," the agents or owners of such steamers will be required to furnish the special inspectors of foreign steam vessels, at the ports at which their steamers may arrive, a duly authenticated certificate (or copy thereof) of the date upon which the vessel was docked.

When foreign steamers are to be docked in American ports, agents must notify the special inspectors in advance of such dockage, so that they may be present for the purpose of making the proper examinations. A failure to comply with this regulation may subject the steamer to be redocked, unless the special inspectors are otherwise satisfied of her good condition.

The above regulation will be deemed to be a permanent part of rule 4, page 11 of the laws and regulations. There will be added to rule 6, same page, the following amendment, namely: "All the equipments of a steamer, such as boats, oars, rafts, life preservers, and floats, shall be painted, branded or stenciled with the name of the steamer to which they belong in letters not less than one and one-half inches in length."

SHIPPING OF EXPLOSIVES.

The following circular has been sent to all United States attorneys and marshals:

By direction of the President I have to inform you it is reported that certain persons are aiding in the prosecution of heinous crimes by shipping to foreign ports explosives dangerous in the highest degree to life and property. No proof has been adduced that this rumor is founded upon fact, and the President cannot believe its truth. The honor of this nation, however, requires that it should not be opened to the imputation, unfounded though it be, of the slightest appearance of tolerating such crimes, whether to be committed against our people or those of other countries. Your attention is therefore called to sections 5,353, 5,354, 5,355, 4,278 and 4,279 of the Revised Statutes of the United States, which regulate the shipment of explosives, and the punishment of those who infringe their provisions, and you are instructed to be diligent in your efforts to prevent the offenses described, and to detect and prosecute those who have or may commit them.

BENJAMIN H. BREWSTER,
Attorney General.

Subscribe for the MARINE RECORD.

YACHTING.

The Toronto Mail publishes the following letter from Wm. Dickson, secretary of the Toronto yacht club:

The majority of the yacht clubs of the lakes have expressed themselves favorable to a lake yacht racing association, and some of them having suggested the time of the kennel club show in this city for a meeting of the delegates and it also having been found that three delegates have been appointed by most of the clubs, it has therefore been deemed advisable to call a meeting of three delegates from each club at the Queen's hotel, Toronto, on Saturday, March 29, at 3 p. m., these delegates to draw up a constitution, elect officers and committee for the present year, decide on a measurement rule, and get the association fairly under way. It is desirable that delegates attending the meeting should make themselves acquainted with the constitution of similar associations as far as possible, and with the different measurement rules.

LITERARY NOTICES.

HARPER'S MAGAZINE for April well illustrates the capabilities of that periodical, the variety of its contents being a remarkable feature. The frontispiece is the first of W. B. Closson's reproductions of "Great Pictures" engraved from the original paintings, and is a gem of art. Charles Elliot Norton contributes a paper of considerable archæological value, entitled "A Visit to Sardis," with illustrations. The Hohenzollern dynasty is the subject of an entertaining paper by Professor Herbert Tuttle, with thirteen illustrations. Ernest Ingersoll contributes the first of two papers admirably well illustrated. "A Lover's Pilgrimage," by E. D. R. Bianciardi, beautifully illustrated, describe's a visit to the tomb of Shakespeare's Juliet, in Verona. A biographical sketch of Edward Bulwer, Lord Lytton, apart from its literary value, is interesting from the fact that it is contributed by C. Kegan Paul, the English publisher of the recent biography of Bulwer by his son, the present Lord Lytton. "Working-men's Homes," by R. R. Bowker is a full and interesting review. Colonel Higginson contributes the fourteenth chapter of his American History Series, entitled "The Second War for Independence." Helen W. Ludlow contributes a fine poem, entitled "Easter Wings." The fourth part of William Black's "Judith Shakespeare" is given, with an illustration by Abbey; also the fifth part of E. P. Roe's novel, "Nature's Serial Story," illustrated by Gibson and Dielman. Charles Reade concludes his story of "The Picture," and there is a bright short story by an anonymous writer entitled "Six of One, and Half a Dozen of the Other." Poems are contributed by H. H., R. H. Horne, G. T. Lanigan and Laura M. M. Marquand.

THE APRIL CENTURY has five profusely illustrated articles and a biographical paper with two portraits which lend unusual pictorial interest to the April number. The frontispiece is a portrait of the late Sydney Lanier at the age of fifteen, and with the text of Dr. William Hayes Ward's essay on "Sidney Lanier, Poet," is also printed a portrait of the poet in mature age. In "Open Letters," Arthur Penn writes of "Sidney Lanier on the English Novel." In their order, the illustrated articles are: An interesting account, by E. V. Smalley, of the memories which cluster about "The White-House," and the life of the Chief Magistrate's domicile; Miss Sarah Freeman Clarke's concluding paper of pen and pencil "Notes on the Exile of Dante;" a description by Edward S. Wilde of the building and partial impairment of "The New York City Hall;" record of a cruise "Among the Magdalen Islands" of the Gulf of St. Lawrence; by S. G. W. Benjamin; "The Cruise of the Alice May;" and an important and very entertaining paper by Fred Mather, on "Progress in Fish-Culture." An interesting travel article without pictures is Miss Gordon Cumming's description of "New Zealand in Blooming December." Foremost among the unillustrated papers, in point of general interest, is George Alfred Townsend's account of "How Wilkes Booth crossed the Potomac." John Burroughs replies to Matthew Arnold's recent lecture on Emerson, and makes a strong argument to show that Emerson is entitled to a higher place than the English critic has accorded him. The other striking essays of the number are "Uncle Tom without a Cabin," by Walter B. Hill; and Professor Samuel Willard's interesting pursuit of scientific theories, or "The Destiny of the Universe." The sixth part of Mr. Cable's "Dr. Sevier;" the fifth part of Robert Grant's "An Average Man;" and a short story in negro dialect, "Marse Chan," by Thomas Nelson Page, are the fiction of the number. The poems are contributed by John Vance Cheney, Alfred B. Street William Preston Johnston, R. T. W. Duke, Jr., Robert Underwood Johnson; and in "Bric-a brac," Walter Learned, and others. Topics of the Times is replete with subjects of general interest and should be closely read by all.

THE APRIL ATLANTIC opens with the second and last part of "Drifting Down Lost Creek," one of the most striking short stories recently published by Charles Egbert Craddock. Mr. Crawford's serial, "A Roman Singer," and Dr. Mitchell's "In War Time" both have two new chapters and deepen the impression already made of the unusual power and interest of these stories. Henry James contributes another of his charming French travel papers, this time describing Avignon and Orange. "The Return of a Native" is an engaging short story by Edith M. Thomas, one of the most attractive of the younger writers of the Atlantic. Professor N. S. Shaler, of Harvard College, discusses "The Red Sunsets" and their probable causes. "Annina" is a story of a pretty Waldensian girl, by Charles Dunning. Oliver T. Morton, son of the late eminent Senator Morton, writes about "Presidential Nominations." Maria Louise Henry contributes a sketch of Madame de Longueville. Bradford Torrey has an interesting bird article, entitled "Phillida and Coridon." There are poems by G. P. Lathrop and Helen Gray Cone; reviews of several noteworthy new books; and the Contributors' Club has some delightful extracts from a "Rhymed Letter" by James Russell Lowell, not included in his volumes. Houghton, Mifflin & Co., Boston.

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TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	
Port Clinton Accommodation	†10 37 A M	
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express		*3 37 P M
Conneaut Accommodation		4 22 A M
Nottingham [Sunday only]	9 44 P M	
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	‡6 07 A M	6 32 A M
Mich Accom, Norwalk		†6 12 A M
Conneaut Accommodation	†8 12 A M	
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation		† 4 32P M

Reference marks—* Daily, † daily, except Sunday, ‡daily, except Monday.

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6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:06 p. m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m., Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,07 a. m, Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a m., Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m., Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpsville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p. m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m.

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Following is the time in effect Nov. 18, 1883, and until further notice:

GOING EAST.

Lv. Chicago	7.45 a. m.		
Arr. Valparaiso	9.37 "		
" Fort Wayne.	1.00 p. m.		
" New Haven..	1.35 "		
" West Leipsic.	3.45 "		
" Arcadia	4.44 "		
" Fostoria	4.57 "		
" Green Springs	5.44 "		
" Bellevue	6.10 "		
Lv. Bellevue	6.20 "	7.55 a. m.	
Arr Cleveland	9.02 "	10.22 "	Accom.
Lv. Cleveland		10.27 "	3.52 p. m
Arr Painesville		11.33 "	5.05 "
" Ashtabula		12 25 p. m.	6.03 "
" Conneaut		1.05 "	6.32 "
" Erie		2.09 "	
" Dunkirk		3.47 "	
" Buffalo		5.20 "	

GOING WEST.

Lv Buffalo	9.50 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.20 "		6.15a. m.
" Ashtabula	2.51 "		6.46 "
" Painesville	3.44 "		7 43 "
" Cleveland	4.52 "		8.55 "
Lv Cleveland	4.57 "	6.47 a. m.	
Arr Bellevue	7.35 "	9.10 "	
Lv Bellevue		9.20 "	
" Green Springs.		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10 34 "	
" West Leipsic		11.30 "	
" New Haven		1 35 p. m.	
" Fort Wayne		1.50 "	
" Valpraiso		5.55 "	
" Chicago		7.50 "	

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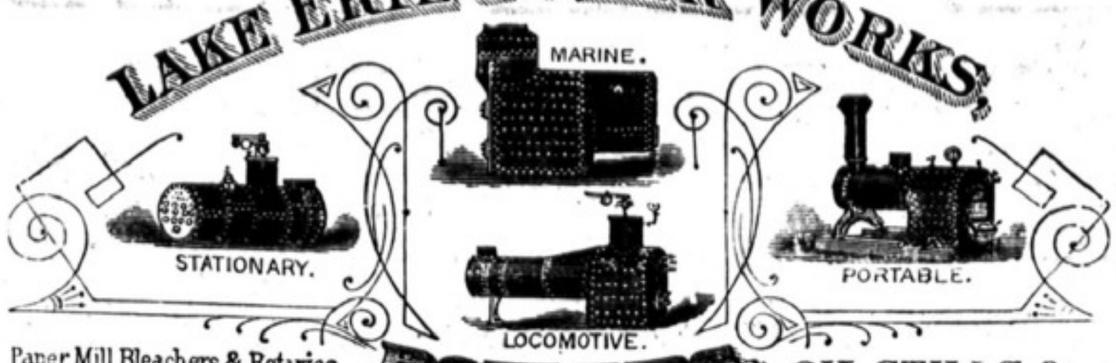

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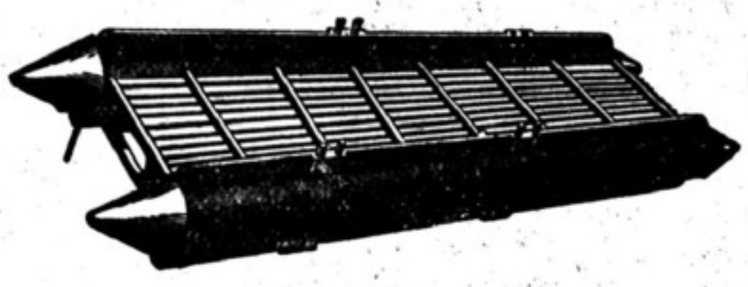

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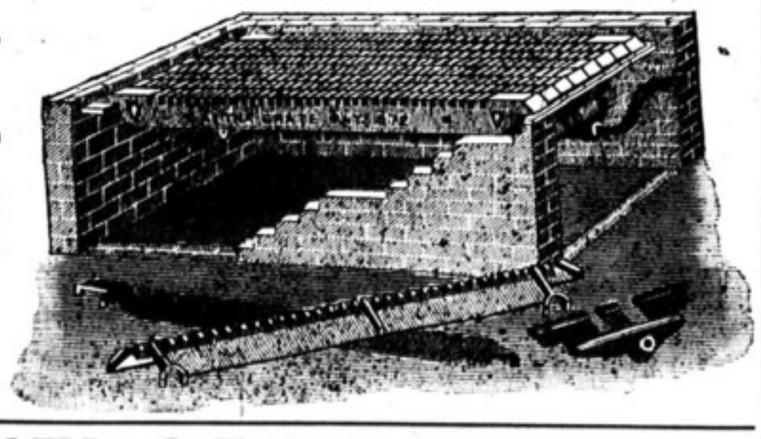

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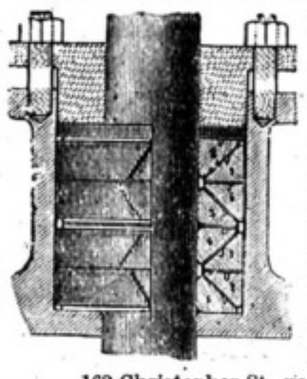

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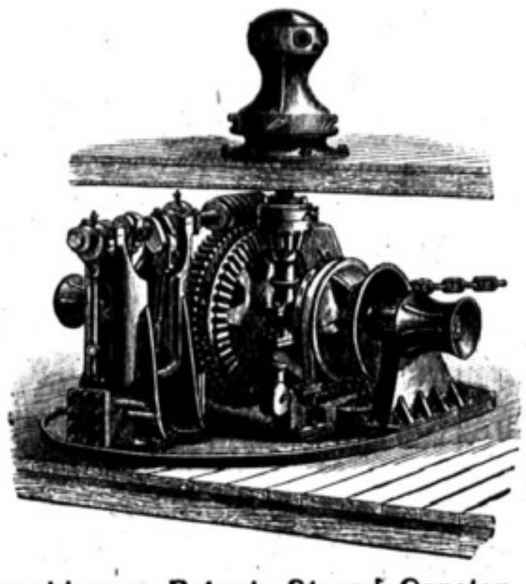
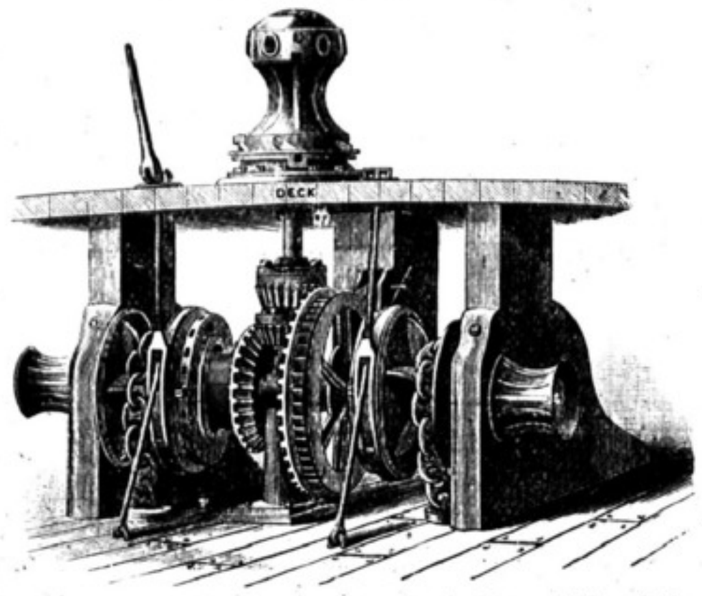
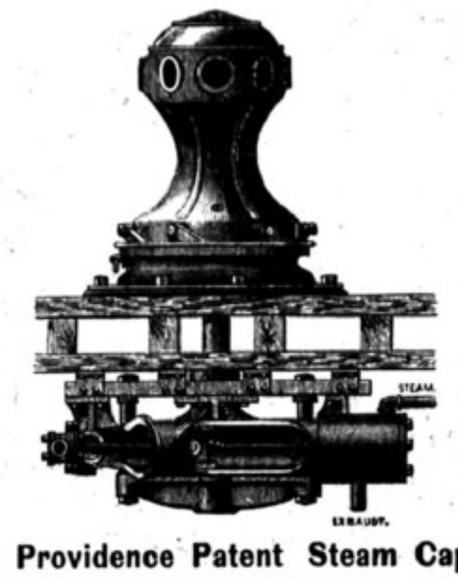


The Providence Patent Steam Capstan Windlass New Style.

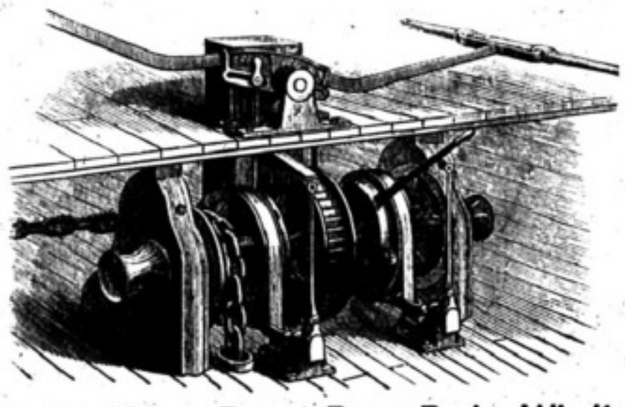


The Providence Patent Capstan Windlass.



The Providence Patent Steam Capstan.

The Providence Patent Power Capstan.



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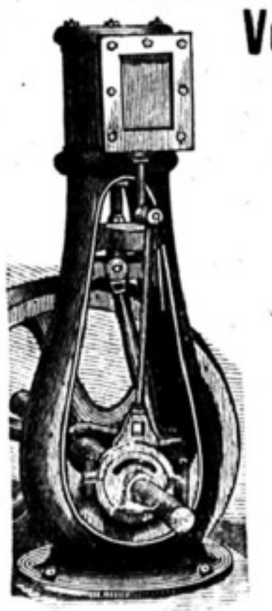

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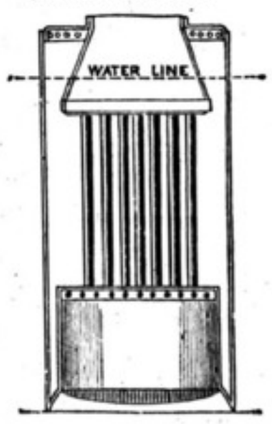
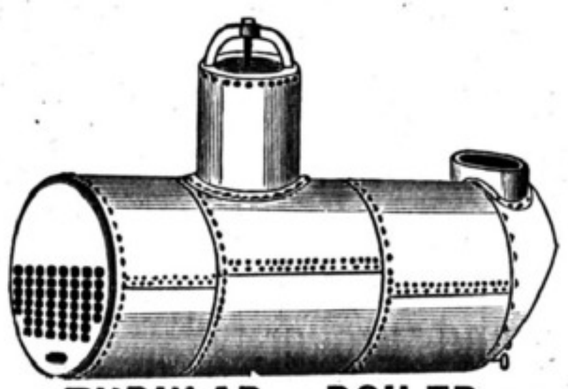
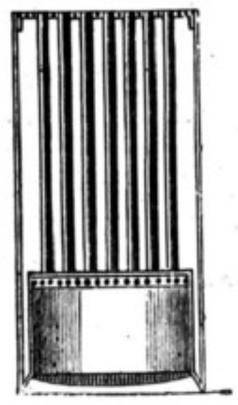


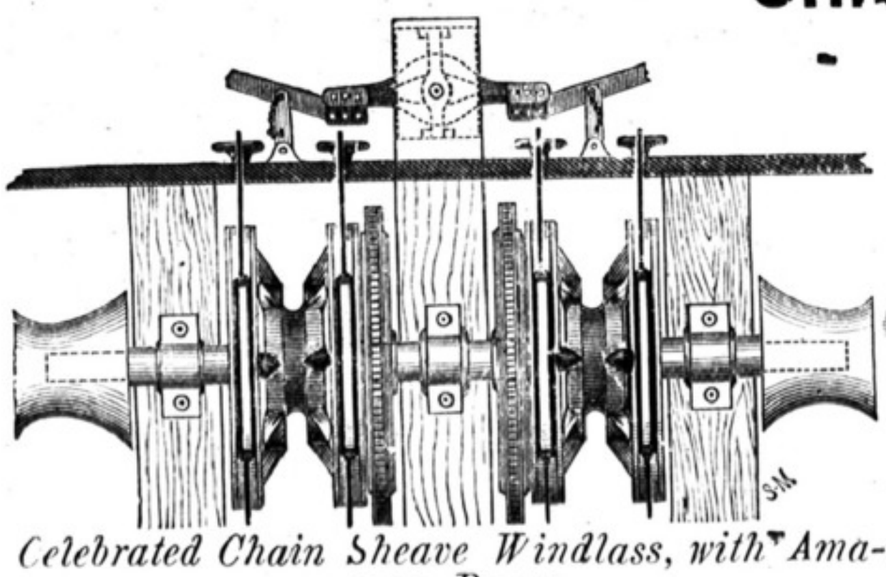


TUBULAR BOILER.

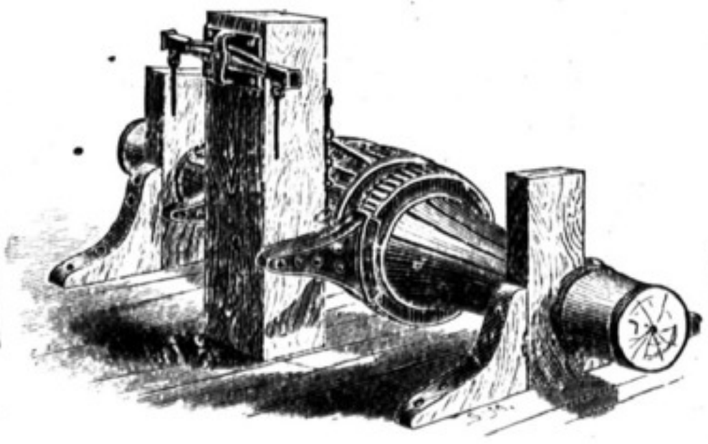
FULL TUBE BOILER.



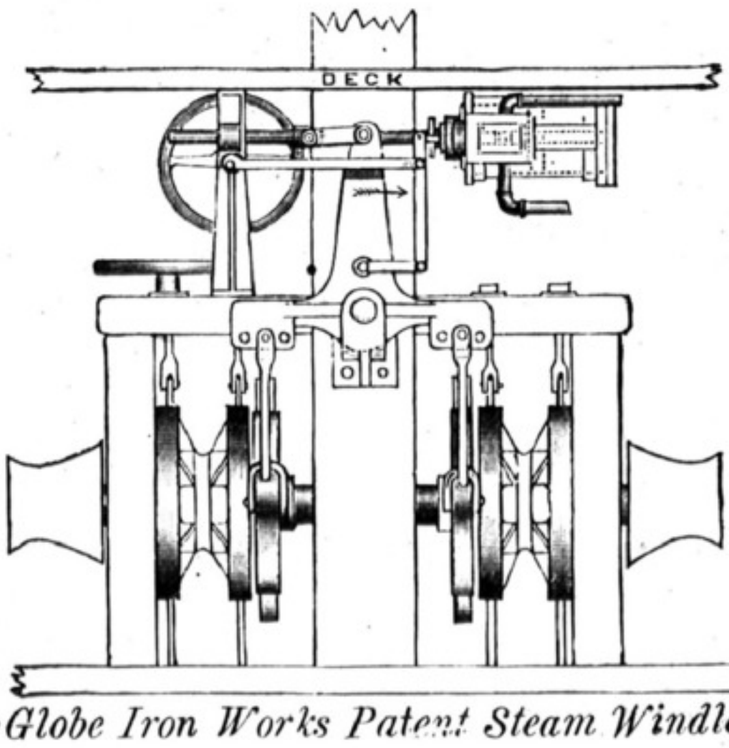
Ship Chandler's List.



Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



Globe Iron Works Patent Steam Windlass